

SUPPLEMENTAL NO. TWO DUNS NO. 80-939-7102	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION <b>LOCAL AGENCY PROGRAM SUPPLEMENTAL AGREEMENT</b>	FPN 423788-1-58-01
		CONTRACT NO. APK-38

The Florida Department of Transportation and City of Hallandale Beach desires to supplement the original Agreement entered into and executed on 6/26/2009 as identified above. All provisions in the original Agreement and supplements, if any, remain in effect except as expressly modified by this supplement.

The changes to the Agreement and supplements, if any, are described as follows:

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#### PROJECT DESCRIPTION

Name West Hallandale Beach Boulevard Improvements Length 0.892 mile

Termini From I-95 to Dixie Highway

#### Description of Work:

Construction of Brick Paver and Stamped Concrete Crosswalk

#### Reason for Supplement:

- This Supplemental Agreement amends the Original agreement to add Exhibits "E" and "F"; for the installation and maintenance of the stamped concrete crosswalks on the State Highway System. Refer to Exhibits "E" and "F", attached hereto and made a part hereof.

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IN WITNESS WHEREOF, the parties have caused these presents to be executed the day and year first above written

AGENCY CITY OF HALLANDALE BEACH

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

By: \_\_\_\_\_  
Name:  
Title:

By: \_\_\_\_\_  
Name: GERRY O'REILLY, P.E.  
Title: Director of Transportation Development

Attest: \_\_\_\_\_  
Name:  
Title:

Attest: \_\_\_\_\_  
Name:  
Title:

Date: \_\_\_\_\_

Date: \_\_\_\_\_

As to form:

As to form:

\_\_\_\_\_  
Attorney

\_\_\_\_\_  
District Attorney

**SECTION No.:**

**N/A**

**FM No. (s)**

**423788-1-58-01**

**S.R. No.:**

**SR-A1A**

## **EXHIBIT "E"**

### **SPECIALITY SURFACING INSTALLATION**

This Exhibit forms an integral part of the aforementioned LOCAL AGENCY PROGRAM AGREEMENT between the State of Florida, Department of Transportation and the AGENCY.

1. Prior to acceptance by the Department, all lanes for each of the specialty surfacing crossings projects shall be tested for friction in accordance with ASTM E 274-06. The initial friction resistance shall be at least 35 obtained at 40 mph with a ribbed test tire (FN40R) or equivalent as specified in Table 1. Failure to achieve this minimum resistance shall require all deficient crosswalk areas to be removed to their full extent (lane-by-lane) and replaced with the same product installed initially. If more than 50% of the lanes in the intersection require replacement, the entire intersection installation may be reconstructed with a different product on the Qualified Products List (QPL). All lanes receiving new installations shall again be friction tested within 60-90 days of their acceptance by the local agency. The initial friction resistance of each new installation shall be at least 35 (FN40R) or equivalent as specified in Table 1. Failure to achieve this minimum resistance shall require all deficient areas be removed to their full extent (lane-by-lane) and replaced with the same product installed initially. If more than 50% of the lanes in the intersection require replacement, the entire intersection installation may be reconstructed with a different product on the Department's QPL.
2. The results of all friction tests and condition surveys shall be sent to the District Maintenance Office's Warranty Coordinator with a cover letter either certifying that the crosswalks comply with the above stated requirements; or what remedial action will be taken to restore the friction and/or integrity of the crosswalk area.
3. When remedial action is required in accordance with the above requirements, the local agency at its own expense shall complete all necessary repairs within 90 days of the date the deficiency was identified.

4. Should the local agency fail to satisfactorily perform any required remedial work in accordance with this agreement, the Department reserves the right to replace the patterned textured pavement with conventional pavement and bill the local agency for this cost. No more than two full specialty surfacing pavement depth repairs shall be made to an area without first resurfacing the pavement to its full depth.

**Table 1: Pavement Friction Number Conversions for Test Speeds Other Than 40 mph**

30 mph Test Speed FN Results	To Convert to 40 mph Results	50 mph Test Speed FN Results	To Convert to 40 mph Results
<29	Subtract 1	<26	Add 1
29 to 47	Subtract 2	26 to 42	Add 2
48 to 67	Subtract 3	43 to 60	Add 3

**SECTION No.:**

**N/A**

**FM No. (s)**

**423788-1-58-01**

**S.R. No.:**

**SR-A1A**

## **EXHIBIT "F"**

### **SPECIALTY SURFACING MAINTENANCE**

This Exhibit forms an integral part of the aforementioned LOCAL AGENCY PROGRAM AGREEMENT between the State of Florida, Department of Transportation and the AGENCY.

1. On a biannual basis, the area of each crosswalk in the outside traffic lane on the project shall be tested for friction resistance in accordance with ASTM E 274-06. Friction resistance shall be no less than 30 FN40R or equivalent as specified in Table 1. Failure to achieve this minimum resistance shall require all lanes of the crosswalk to be friction tested to determine the extent of the deficiency. All deficient areas shall be removed to their full extent (lane-by-lane) and replaced with the same product installed initially. If more than 50% of the lanes in the intersection require replacement, the entire intersection installation may be reconstructed with a different product on the QPL.
2. The integrity of the specialty surfacing pavement shall be maintained throughout its life. The local agency shall conduct biannual condition surveys of the specialty surfacing pavement for rutting, raveling, pot holes, delamination and cracking for the life of the adjacent pavement.
  - a. Unless the pavement adjacent to the crosswalk is also deficient in rutting, rutting depth of the specialty surfacing pavement shall not exceed 0.25". Remedial work shall include the full depth removal of the specialty surfacing payment across the full width of the lane and crosswalk.
  - b. Unless the pavement in the intersection is showing uniform raveling deficiencies, raveling, pot holes or delamination of the specialty surfacing pavement shall not exceed 0.25" in depth or more than 25 square inches in area. Remedial work shall include the patching of the specialty surfacing pavement in accordance with the manufacturer's instructions.

- c. Unless pavement adjacent in the intersection is deficient in cracking criteria, cracking width of the specialty surfacing pavement shall not exceed 1/8" for more than 10' in any lane of the crosswalk. Remedial work shall include as a minimum, the full depth removal of the specialty surfacing pavement along the complete length of the crack(s) and for the width recommended by the manufacturer.
3. The results of all friction tests and condition surveys shall be sent to the FDOT District Four Maintenance Engineer, Florida Department of Transportation, 3400 West Commercial Boulevard, Fort Lauderdale, FL 33309 (954)486-1400, with a cover letter either certifying that the crosswalks comply with the above stated requirements; or what remedial action will be taken to restore the friction and/or integrity of the crosswalk area.
4. When remedial action is required in accordance with the above requirements, the local agency at its own expense shall complete all necessary repairs within 90 days of the date the deficiency was identified. However, if the circumstance requires and depending on the surface conditions of the payment, this period of time may be reduced.
5. Should the local agency fail to satisfactorily perform any required remedial work in accordance with this agreement, the Department reserves the right to replace the patterned textured pavement with conventional pavement and bill the local agency for this cost. No more than two full specialty surfacing pavement depth repairs shall be made to an area without first resurfacing the pavement to its full depth.

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